

To-day's Advertisements.

DIAMOND JUBILEE.

NOW READY! NOW READY!
THE FORM OF PRAYERS
AND
THANKSGIVING TO GOD
TO BE USED ON
THANKSGIVING DAY,
20TH JUNE, 1897.

A small pamphlet containing the form of Prayers and special Thanksgiving (authorized version), as published in *The Times* is now for sale at the office of

"THE HONGKONG TELEGRAPH,"
No. 6, Pedder's Hill.

PRICE, 40 CENTS EACH.

Orders will receive prompt attention and should be addressed to—

MANAGER,

"HONGKONG TELEGRAPH,"
HONGKONG.

N.B.—Orders from Canton and Coast Ports will receive immediate attention, and on such orders postage will be added to cost.

NOW READY!

The form of *Special Service and Prayers*, as directed by the Chief Rabbi for use on

THANKSGIVING DAY, 20th June, 1897.

PRICE, 10 cents each.
At the "HONGKONG TELEGRAPH" Office,
Hongkong, 18th June, 1897.

JUST LANDED.

A FRESH CONSIGNMENT

MELLINS' FOOD.

SPECIAL QUOTATION FOR

QUANTITIES.

Sole Agents in Hongkong,
H. RUTTONJEE,
14, D'Almeida Street.

Hongkong, 18th June, 1897. [754]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"SIKH,"

will be despatched as above TO-MORROW, the 19th instant, at Noon, instead of a previously advertised.

S.S. "ARCYLL" to sail about 3rd July, 1897.
S.S. "AFRIDI" to sail about 18th July, 1897.
S.S. "LENNOX" to sail about 2nd August, 97.
For Freight or Passage, apply to
DODDWELL, CARILL & Co.,
Agents.

Hongkong, 18th June, 1897. [282]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHILLI,"

Captain Newcombe, will be despatched as above TO-MORROW, the 19th instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1897. [943]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Port TO-MORROW, the 19th instant, at 3 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 18th June, 1897. [962]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched as above on MONDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1897. [943]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAVARIA, FERRIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"ROSETTA,"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, Aden, Suez, and Port Said, on THURSDAY, the 1st July, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the S.S. *Peabody* leaving that Port on the 2nd July for London direct.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 18th June, 1897.

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
Tonic Water,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 18th April, 1897.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 18, 1897.

A GOOD EXAMPLE FOR HONGKONG.

We have been favoured with a copy of a very neat little publication entitled "Copenhagen and its Free Port" well printed, artistically illustrated and chock full of wisdom for the benefit, if they were only capable of absorbing it, of our Governor, our Colonial Secretary and our very self-opinionated Harbour Master.

It tells the story of the construction and organisation, within the old harbour of the Danish capital, of a Free Harbour, covering 148 acres, provided with over two miles of solid granite quays, with godowns and stores of all descriptions, lighted by the electric light and provided with all the latest improvements in machinery of every description.

There are four separate basins, varying in depth of water from 25 to 30 feet, and capable of holding the largest vessels afloat. A powerful breakwater, erected in deep water, protects the entrance and every channel is perfectly lighted, so that the harbour can be entered day or night. This harbour is the work of the Government, but carried out at the expense of a private company who have expended on it £1,200,000 sterling.

It is shut off from all communication with the land on all sides by massive iron railings, and nothing goes in or out except on shipboard, or through the Customs barriers into Denmark for consumption. All goods are landed and stored within it duty free, and beyond a nominal charge of 2d. per registered ton, there are no harbour dues, light dues, tonnage dues or any other charge for loading or unloading, use of quays, moorings, or any charge against the ship whatsoever. The charges on the storage of the goods pays all expenses. Copenhagen is the centre of the Baltic trade. It is the mart from which all commodities are distributed. It is a warehouse, godown, and counting house, like Hongkong. It makes its money on what passes through it and not on what it produces, and it does all it can to attract and keep the transit trade, by offering every possible facility and advantage to shipping. Its people combine to improve their port, and expend their money freely for the purpose, and look only to the increased prosperity of their city for their reward and not to direct impositions on the shipping that arrives.

We all here in Hongkong are simply a trading company engaged in the business of warehousing and distributing goods. We make our profits as a Colony and as individuals out of the profits on that work; our roads, quays, godowns, offices, harbour, with its lights and buoys, are our plant and stock-in-trade and we apparently grudge every cent expended on them. Our harbour, one of the best in the world so far as its natural capabilities are

concerned, is one of the worst in the world so far as modern facilities are concerned. It is badly arranged, imperfectly buoyed, not lighted at all, inaccessible for want of proper lighting at night—a harbour that Americans laugh at as being a hundred years behind the age in every proper accommodation for berthing, loading and unloading ships and for the transshipment of cargo. It has more than all the advantages of Copenhagen as a central mart, but the Government does nothing, and the people, because of the Government, do less to improve it. There should not be, as a matter of business and common sense, a single cent charged on the shipping that comes here; a big revenue is in fact got out of it in all sorts of mean ways, even to a charge of one dollar for the copy of the Harbour Regulations put on board each ship when it comes in. If the copy is not returned, if a private company in Copenhagen can expend over a million sterling on the construction of a free port with every modern appliance, can give these facilities, quays, moorings, etc., free or at only a nominal charge to shipping, what should a government do which has no shareholders and seeks no direct profit except in the prosperity of the port and city?

NOTES AND COMMENTS.

MR. MASTER'S LETTER.

Mr. MASTER's letter is a very sensible one, but it seems to us a little late. It is impossible to alter the arrangements now made for the laying of the first stone or the turning of the first sod, whichever it is to be, of the Jubilee Road, and we are inclined to think, although open to conviction, that the expense of altering the grade of the existing line of road and of making it safe for carriages and bikes and pleasant for pedestrians would be fully as great if not greater than the expense of the entirely new road now proposed from Kennedy Town to Aberdeen. One of the objections to the new road taken by Mr. MASTER might easily be remedied by connecting the end of Bonham Road, near Sunnyside, with the Kennedy Town Road at its western end, by the construction of a branch road leading into it from the level of the Caine Road. We do not think, however, that the approaches to the new road will be anything like so bad when the new prays is completed and when the existing prays is widened to 75 feet. The coast road round Mount Davis to Aberdeen has many advantages. It will be level, it will be open to the sea breezes, it can be taken along the best possible line, material for walls, drains, culverts, etc., is abundant and at the spot. It can be made, if the Military will co-operate and assist, an effective line of defence for that part of our shore. Its outer face might be made very difficult of ascent and salient points might be utilized for batteries or for cover for machine guns to enfilade possible landing parties. A little brains put into the plans and arrangements might render the new road useful for defence as well as agreeable to the residents. We have never had doubts about the advisability of taking the first section of the proposed road round Mount Davis except on one point. How about the plague cemetery in Sandy Bay? Perhaps arrangements might be made to bury it under ten or fifteen feet of earth and to plant over it. It is a point, however, that needs consideration. There is a similar but a smaller grave yard just beyond the Kennedy Town plague hospital. There is, too, the question of moving that Hospital or of effectually excluding it.

AN EXERCITIC DECISION.

Mr. WOODHOUSE had two cases before him on Wednesday, prosecutions for sales of arms to persons having no license to carry arms and for not registering the sales with the names and addresses of the purchasers. The defendants admitted their guilt and he fined them for each offence \$50. Another case was before him to-day of a similar character, but the defendant denied the sale and called two witnesses in support of his denial. The only evidence for the prosecution was that of a rascally informer, who tells his services to the police to do their dirty work, and of a Chinese detective who accompanied him. Mr. GAZER (from the office of Messieurs JONSON, SROXES and MASTER) appeared for the defendants. Mr. WOODHOUSE convicted the defendant on both charges, on what, in spite of the witnesses for the defence, he called "the clearest evidence," but he fined the man \$100 for each offence because he had not pleaded guilty and so saved His Worship the trouble of making up his mind, but had employed a solicitor and had called witnesses in his defence. When Mr. GAZER very naturally objected to his client being punished for having employed a solicitor, he was ordered to sit down and hold his tongue as the Magistrate would not tolerate any observations or remarks on his decision. The Magistrate in his own Court may silence the solicitor, but he cannot silence the reporters or the Press, and we beg to call the attention of the Attorney General and of His Excellency the Governor to this exhibition of temper and imbecility by the Magistrate. We desire to say nothing about the conviction. Mr. WOODHOUSE heard the evidence and saw the witnesses and it is for him to decide on his conscience, which set he believed, and to find accordingly. We desire to say nothing at present about the propriety or otherwise of using informers wholesale, first to tempt men into committing offences and then to give evidence against them, for hire. It may be expedient in certain cases, but it certainly is not right to make use of such means, and they should be very sparingly employed. Such men are paid (whether by the Government or by the policeman seeking promotion or approbation does not matter) and will do as readily in the witness-box as they must do to their unfortunate victims. But we do protest strongly against a magis-

trate deliberately doubling the penalty because a man brought before him on the testimony of a hired informer thinks it right and proper to defend himself, and to occupy a little more of the worthy magistrate's time. We can only hope that his time will soon be entirely at his own disposal, and our only regret is that it will be at the expense of the Colony.

TELEGRAMS.

REUTER'S MESSAGES.

BARNEY BARNATO'S SUICIDE.

LONDON, June 16th.
It is stated that Barney Barnato has been suffering mentally for several months. The Cape Parliament has adjourned as a mark of respect.

The effect on the Stock Exchange is slight.

THE ITALIAN NAVY.

In the Italian Chamber, Admiral Brin has proposed an increase of 7,500,000 lire to the current Navy Estimates and 10,000,000 for successive years.

THE UNITED STATES AND HAWAII.

A treaty for the annexation of the Hawaiian Islands has been signed at Washington and will be submitted to the Senate immediately. Japan has protested.

(Special to Koko Chronicle.)

JAPAN AND HAWAII.

A Reuter's message to the *Japan Times* says:—
A dispatch from New York declares that Hawaii is underlying on the coasts immigration question.

JAPANESE BONDS.

YOKOHAMA, June 4th.
A Reuter's message to the *Japan Times* says:—
The amount of Japanese bonds offered for sale in London was covered several times over in the space of one hour at a premium of one and a half per cent.

Information published in the Japanese papers states that the syndicate of Japanese War Loan Bonds to the amount of 43,000,000 yen on the London market at the price of 109 1/2 for 1,000 yen face value, the bonds to be delivered to purchasers not later than the end of August. Applications were received from the 29th ult. to the 1st inst. The Shokin Ginko alone received applications amounting to 28,000,000 yen. As soon as the period of application closed, the bonds at once advanced to 110 1/2. The other banks are believed to have done much better, and it is believed that the profits realised by the syndicate will not be less than 6,000,000 yen.—Ed. K.

(From Japanese Papers.)

THE PLAGUE IN FORMOSA.

TOKYO, May 31st.
On the 25th inst., 9 fresh cases of bubonic plague were reported at Tainan.

PLAGUE AT FOOCHEW.

NAGASAKI, May 31st.
Bubonic plague has broken out at Foochow, eight deaths being reported.

PLAGUE AT AMOY.

TOKYO, June 1st.
Mr. Uyeno, the Japanese Consul at Amoy, telegraphed yesterday that about 15 cases of bubonic plague were occurring daily among Chinese, three-fifths of the cases ending fatally.

JAPAN AND HAWAII.

TOKYO, May 31st.
Negotiations with the Hawaiian Government are expected to be completed shortly, and will probably result in a new Convention being concluded concerning the immigration of Japanese labourers. Mr. Shimamura, the Japanese Minister, has demanded amongst other things the payment of compensation for damages suffered by the Japanese who were prevented from landing. The Japanese Government is inclined to fix the compensation as low as possible in consideration of the friendship with Hawaii.

THE U.S. TARIFF.

SAVANNAH, May 29th.
Debate on the new U.S. Customs Tariff commenced in the Senate on the 24th. Amendments were proposed to the amendments voted by the Finance Committee, and the opposition to the latter is active.

TOKYO, May 31st.

According to a telegram received by a foreign firm at Yokohama, there is little prospect of the U.S. Tariff being put into operation on July 1st as originally proposed.

TOKYO, June 1st.

It is reported that the United States, proposing, following the example of France, to impose a duty equal to the encouragement money to be paid by Japan on the export of raw silk.

THE TEA MARKET.

TOKYO, June 3rd.
Tea merchants in America have apparently fully made up their minds that the proposal in the U.S. Tariff Bill to put a duty on tea will be passed. Large orders are being received at Yokohama to be executed immediately with a view that the tea should reach America before the tariff comes into force. The space in the three steamers which are advertised for dispatch this month, however, is already taken up for China teas, and merchants are in a difficulty.

MR. KIRKWOOD RE-ENGAGED.

TOKYO, June 1st.
It is stated that Mr. Kirkwood, who was a legal adviser of the Japanese Government for several years, has been re-engaged in a similar capacity by the Japanese Government. He is expected to arrive at Yokohama on the 15th inst.

A PORTUGUESE MINISTER TO JAPAN.

TOKYO, May 31st.
As a result of the conclusion of the new Treaty with Japan, the Portuguese Government has appointed a Minister to this country. He will arrive in Tokyo in the autumn.

THE AUSTRO-HUNGARIAN MINISTER.

VIENNA, June 4th.
Count Widenbruck, the Austro-Hungarian Minister arrived here this afternoon, and was received in audience by the Emperor and Empress.

JAPANESE LEGATION AT HANGKONG.

TOKYO, June 4th.
A notification of the Foreign Department has been issued, stating that the Japanese Legation at Bangkok was opened on the 25th ult.

FORMOSA AFFAIRS.

TOKYO, May 31st.
As adjutant to the Governor-General's Office, Japan and Formosa, arrived at Tokyo yesterday, bringing reports and documents concerning the case of

TELEGRAMS.

bribery which have been brought to light among the civil officials in Formosa. General Nogai, the Governor-General, is coming up to consult with the Colonial Minister.

June 1st.
It is reported that Mr. Hiyma, a Japanese, the head of the Horikawa District Court, has been placed on the retired list and has been arrested on suspicion of having instigated a robbery with violence.

TELEGRAMS.

REUTER'S MESSAGES.

LONDON, June 16th.
The laying of the telegraph cable between the mainland and Formosa was completed on the 20th, and the trials have been satisfactory. The cable was constructed for military purposes chiefly, but it has been arranged to hand it over to the Department of Communications for the public convenience, and it will be opened to the public shortly.

SALE OF GOVERNMENT BONDS.

TOKYO, June 1st.
On the contract for the sale of Government Bonds, being signed, the amount has been increased to 43,000,000 yen. The contract has been signed by the representatives of the Hongkong and Shanghai Bank, and Messrs. Samuel Simon & Co. It is stated that transactions in London (on the Stock Exchange) will take place in the names of a syndicate of banks composed of the Yokohama Specie Bank, the Hongkong and Shanghai Bank, the Chartered Bank and the London and County Bank.

June 3rd.
The Chartered Bank in Yokohama has purchased Japanese Consolidated War Bonds to the amount of 150,000 yen from the Tsumura Bank and to the amount of 100,000 yen from the Shokin Ginko. It is reported that the Bank is prepared to purchase any amount, if the bonds are offered at a reasonable price.

(From Brisbane Courier.)

NAVAL OFFICERS DROWNED.

LONDON, May 31st.
Six petty officers belonging to H.M.S. *Collingwood* have been drowned in Bantay Bay through the capsizing of a boat.

LOCAL AND GENERAL.

At 5 p.m. to-day the Jubilee subscriptions amounted \$37,131.84.

H.M.S. *Albatross* is at Hankow, the *Archer* is at Foochow, the *Centurion* and *Hart* at Nagasaki, and the *Panther* at Tientsin.

The order of the procession from the Government Offices to the Cathedral for the Thanksgiving Service, and the arrangement of seats in the chancel of the Cathedral are published in a supplement of this issue of the *Telegraph*.

The enterprising managers of the Ferry Service have decided to run a special service from the city to Howlington on Tuesday and Wednesday next. It will doubtless be much appreciated and tend to relieve the pressure of traffic along Queen's Road. *Vide* advt.

When discharging the discharged jurors at the Criminal Sessions this afternoon, his Lordship the Chief Justice said they would not be required till Thursday next, adding "I hope, gentlemen, you will have got over the Jubilee festivities by that time." The jurors smiled collectively and left.

At the Police Court this morning Mr. G. C. C. Master drew the attention of Mr. Woodhouse to the way in which certain summonses had been filed. He said that summonses had been left in shops for waiting water and the officers in such cases were "the occupants" of a house. He appeared for the shops which were served with the summonses, and he asked that the officers be more definitely named. Mr. Millar, P.W.D., said that there were large numbers of Chinese in a shop and when they saw him approaching they ran away. He withdrew the summons and said that he would have new ones issued showing the names of the offenders.

SOME 2,500 Chinese were attracted to the Chung Hing Theatre, near the Tung Wah Hospital, last night owing to bills being posted stating that certain very attractive pieces would be performed. To the audience's disgust there was no performance at all. The excitement was very intense, and one of the performers came upon the stage and said that there had been a quarrel among the men and therefore no performance could be given. Everything on the premises was broken by the excited men. Some of the people left the place immediately for fear of being trampled upon, while many others waited until their money was returned.

THE P. W. D. are at last completing the repairs to the Kowloon prays road, necessitated by the typhoon of 20th July last. They are re-making the hardward half of the road (the seaward half being concrete) which was washed away. They are, however, simply filling up with loose earth which is afterwards rolled to a flat surface. This is a most foolish and extravagant way of repairing the road in question, as the next moderately hard blow coming from the eastward it accompanied by a high tide will wash the road away again. If the road is to be repaired at all, it cannot be done in a sensible manner? The first cost would be more, but in the long run it would be considerably cheaper.

Preparations for the illuminations are proceeding apace, but so far as we can judge they will be neither as effective nor as general as in 1897. Very much less gas seems to be provided than in that year. We see no indications of any intention to make use of the electric light at all. Scaffoldings are going up everywhere for the support of Japanese lanterns and fairy lights, and to a stranger the town presents the appearance of a place about to undergo a general color-washing, spangling and repainting. However good the effect may be at night when their poles are illuminated with fire, they do not by any means improve the appearance of the town by day. We are not sorry to see lanterns take the place of gas. They give a softer and more agreeable light, even if it is not so powerful. The general effect is less glaring. They are, however, but frail structures and an unlucky shower of rain just after they are lit will make a sorry mess of them. Let us pray for fine weather on Tuesday and Wednesday next. Lanterns and bonfires are both very happy at a premium.

COMMANDER Hastings, R.N., has been appointed to assist Mr. H. E. Woodhouse with the Diamond Jubilee Celebrations.

THE REV. R. F. Cobbold informs us that at the conclusion of Sunday's service one of the "God save the Queen" will be sung during which the Volunteers will line the central passage in the nave of St. John's Cathedral in order to secure the egress from the Cathedral of His Excellency the Governor's procession.

We are requested to ask gentlemen who have obtained a promise of land from Mr. H. E. Woodhouse to send to the Prays, front of the City Hall, on Monday morning at 10 o'clock at which hour they will be issued. Gentlemen requiring them at an earlier date can obtain them upon applying direct to Mr. Woodhouse.

An enquiry into the cause of the fire at Nos. 114, 114 A, and 116 Jervois St. on the 15th inst. was held by Commander Hastings at the Police Court to-day. Mr. C. Lamont represented the Transatlantic Insurance Co. for Messrs. Slemmons & Co. Inspector B. K. W. who investigated the case, gave evidence that there was nothing to show the cause of the fire, and there were no suspicious circumstances. The finding was "There is absolutely nothing to show the cause of the fire unless it was the work of an incendiary, of which there is no proof." The premises were ordered to be released from police control.

The two men, Lau Yau, (Sherman), and Wong Yuen, hawker, were brought up on remand at the Magistrate's office charged with being concerned in the armed robbery on a junk off Stonecutter's Island on the 2nd inst. Inspector Bolla gave evidence that to the first defendant's bed there were two revolvers, one five-chambered and one seven-chambered, the latter being loaded with six bullets. There were also seven rounds of ammunition for the five-chambered revolver in the pocket of a jacket claimed by the first defendant as his property. The first defendant was mixed with nine other men at the mainland's yamen and the master of the junk was called. The witness said that he could not recognize and he immediately pointed out the first defendant and said that he was one of the men. The case was remanded till 9 a.m. to-morrow.

THE CHARGE OF RIPE.

At the Magistrate's this morning the case of John Ross, Overseer of the Kowloon Waterworks, charged with rape, was the subject of some discussion between Mr. Woodhouse, the Magistrate, and Mr. G. C. Master, who appeared for the accused. Detective Inspector Stanton, who has charge of the case, was present, but the accused was not brought into Court.

Mr. Woodhouse said—The police find it quite impossible to go on with the case now. Mr. Master—What is the reason? Mr. Woodhouse—There are the Criminal Sessions going on to-day and Inspector Stanton is engaged there.

Inspector Stanton—Besides the girl is confined in the Government Civil Hospital. Mr. Master—I submit to your Worship here is a man in great need of a very serious charge. The case must go on as soon as possible. I would draw your attention to the charge which says "on or about the 23rd May." The date must be definitely fixed; somebody must know when this occurred. It is one of the most serious charges that it is possible to charge a man with. He is kept in jail because he cannot find these two witnesses. The evidence of the girl should be taken as soon as possible so that your Worship will be able to reduce the bail.

Mr. Woodhouse—The Criminal Sessions are going on to-day and Inspector Stanton is engaged there. Mr. Master—It is a public holiday on Wednesday. Mr. Woodhouse—I cannot be a holiday here I will take it on Thursday at 9 a.m. Mr. Master—I am not out of order to ask a question in reference to the charge he did swear to on Wednesday the 23rd May. If the evidence goes on afterwards on Wednesday, might say that this occurred on the 21st or 22nd or 23rd or 24th. The date must be fixed. It is impossible that the girl does not know when this happened.

Mr. Woodhouse (to Inspector Stanton)—Are you fit to fix the day?

Inspector Stanton—No.

Mr. Woodhouse—I remain "on or about the 23rd May."

Mr. Master—I ask you again to consider bail. Surely you can reduce it to £100 each; the defendant might be able to find that.

Mr. Woodhouse—I must reserve that question till I have heard some of the evidence.

The case was then remanded till 9 a.m. on Monday next, the 21st instant.

INTERESTING ARMS CASE.

See Wei, the master of the Yau Cheong licensed arms shop, No. 265 Queen's Road Central, appeared before Mr. H. E. Woodhouse at the Magistrate's this morning on remand charged with unlawfully selling arms to a person who had no license and also with not entering the name, address, and occupation of the purchaser in the register book. Mr. Gedge, who appeared for defence, denied the purchase. A Chinese detective, who went with the informer to the shop then gave evidence. He said he saw the latter go into the defendant's shop and then witness went four hours distance and stopped. He waited for a quarter of an hour when a man came out with a package under his arm. A Tak told him that he had bought two revolvers and rounds of ammunition from the shop. Witness made a small hole in the package and could see that it did contain revolvers but did not see the ammunition. Both immediately returned to the shop and examined the register book. There was no entry of a sale that day.

Mr. Gedge called two witnesses for the defence. The accountant said that the informer went to his shop on the 12th inst. to persuade him to sell him some revolvers. Witness refused saying that he could not sell firearms to persons who had no license. The informer went to the shop again the next day and also tried to persuade him to sell him some revolvers. He never sold any revolvers or ammunition to the informer.

A Jock of the shop corroborated the last evidence and added that on the 12th inst. the informer went into the shop accompanied by the Chinese detective. The latter had a package with him which was open and contained two revolvers. He identified them, as alleged to have been bought, as being the ones.

Mr. Gedge then addressed the Court. He said that there were many firearms shops close to the defendant's and that the informer must have bought the revolvers in another shop.

Mr. Woodhouse said—Defendant, you have sworn to control this case and to comply a

solicitor and you have been convicted on the clearest possible evidence. The two defendants who were charged yesterday with the same offence and who admitted their guilt were fined \$50 for each offence. I fine you \$50 for each offence.

Mr. Gedge said—Your Worship, the effect of your decision therefore is: If a man defends himself here and employs a solicitor he is fined double.

Mr. Woodhouse—I will have no remarks made on my decision. Kindly sit down.

THE DIAMOND JUBILEE.

MORE ABOUT ARRANGEMENTS.

THE STEAM-LAUNCH PROCESSION. With the kind consent of Commander Holland, R.N., the following arrangement has been made for the close of the steam-launch procession:—So soon as, under the command of Captain Rumsey, R.N., the launches have taken up their final position, at a given signal a gun will be fired from H.M.S. *Victor Emmanuel*.

At the sound of the gun there will be fired a simultaneous display of bouquet rockets from all parts of the harbour with a display of coloured lights from all the steam-launches followed by rapid independent firing of rockets and show of coloured fires for a space of three minutes, when a second gun will be fired and a final display of bouquet rockets be set off, while the band plays "God Save the Queen."

As the effect of this display will depend greatly upon the participation in it of the general shiping community it is safe to predict its successful issue.

There will be an unusual number of first-class steamships in the harbour on this auspicious date, and it is anticipated that all will heartily take their share in the celebrations that are being organized.

The Naval Authorities, moreover, are taking an active part in the illuminations and are promoting the arrangements in every way in their power.

At the same time certain fixed spots in the harbour will be assigned to rocket firing, so that the procession, which the shipping community have co-operated so heartily to promote, will be certain to have due attention paid to its progress.

Rockets or coloured fires can be obtained from Mr. Woodhouse in limited numbers.

Those firing rockets or coloured fires during the procession are requested to keep in reserve a sufficient number for the final display.

THE DEMONSTRATION AT HAPPY VALLEY.

The words to be sung after the review of the naval and military forces at the Happy Valley on Tuesday afternoon have been printed and a copy is given to each subscriber applying for a ticket of admission to the enclosure. The first hymn is "Praise the Lord" (Tune, "Auld Scots").

There are three verses, the second of which is new and is as follows:—

Praise to Thee for Her, Thy champion,
Whom our hymns today proclaim,
One whose soul by Thee enlightened
Burns now with noble flame!

Keep us true to Her allegiance,
Counting life itself as dear,
Standing firm, holding fast,
As we see the end draw near.

At the conclusion of the hymn the Hallelujah Chorus from Handel's "Messiah" will be rendered by the band and chorus. Following this a fantasia of the following Imperial British tunes, specially arranged by Mr. W. J. Bentley, A.R.C.M., and dedicated to H.E. the Governor, Sir William Robinson, and the community of Hongkong, will be rendered:—

(1) Rule Britannia; (2) The Maple Leaf for Ever (Canadian); (3) The Minstrel Boy, St. Patrick's Day; (4) Scots who have; (5) Men of Harlech; (6) Unfurl the Flag (Australian); (7) Dear, Sweet Little Isle of Man; (8) Slava (Hongkong); (9) Auld Lang Syne.

(10) GOD SAVE THE QUEEN.

Bands and Chorus (in harmony).

God save our gracious Queen,
Long live our noble Queen,
God save the Queen!

Send her victorious,
Happy and glorious,
Long to reign over us—
God save the Queen!

Female voices only (in unison).

Thou Who for thine chosen years,
In sunshine, cloud, and tears,
Hast been our Guide and Stay,
Full of life's uncertainty,
Thou dost give us life and joy,
Thou dost give us life and joy,
Thou dost give us life and joy,
Thou dost give us life and joy.

Male voices only (in unison).

God, hear our nation's prayer,
Save thy loving Queen,
Queen of Earth and Sea,
Through all our history,
In one best Jubilee,
Keep Thou our Queen.

The whole assembly, including soldiers and sailors (in unison).

Thy choicest gift is store
On her be pleased to pour,
Long may she reign,
May she defend our laws,
And prosper in our cause,
To sing with heart and voice—
GOD SAVE THE QUEEN.

THE THANKSGIVING SERVICE.

The following will take part in the procession from the Government Offices to St. John's Cathedral on Sunday morning to the order named:—Messrs. Crawford, Ritchie, Gray, Ho Tung, Mody, Hoy, E. R. Bell, C.M.G., F. H. May, C.M.G., H.E. Woodhouse, C.M.G., W. M. Goodman, Messrs. Da-by, Jackson, Gilles, Fung Wah Chuen, Mehta, Hons, W. Chatham, C. P. Chater, T. Scramble Smith, Sir John N. Carrington, C.M.G., Capt. Phillips, Messrs. C. C. Flat and Buckle, His Excellency the Governor, His Excellency the General Commanding, Lieut. King, Commodore Holland, R.N., His Honour Mr. Justice Wille, Hons. J. J. Bell-Irving and Dr. Ho Kai, Mr. McEwen, Capt. Clarke, R.N., Mr. Raymond, Lieut. Col. Falkell, Commander Cochran, R.N., Mr. Moss, Sergeant Col. Evans, Lieut. Col. O'Gorman, Hons. J. H. Stewart, Lockhart, R. Murray Rumsey, R.N., T. H. Whitehead, and Wei Yau, Messrs. J. Tharburn and H. Smith, Col. Elsdale, R.E., Col. Gordon, Mr. Lawford, Col. Gorge, and Commander Grammore, R.N.

The procession will leave by the main entrance of the Government Offices and proceed along the road leading by Messrs. Butterfield & Swire's offices to the western entrance of the cathedral.

THE MUSICAL PERFORMANCE.

There was a very good attendance at the City Hall yesterday, on the occasion of the combined practice of the music to be sung at Happy Valley on Jubilee day.

The next practice will take place to-morrow at the same place and at the same time, and as it is the last practice it is hoped every lady and gentleman who intends taking part in the singing will make it their duty to attend.

A photograph will be placed on the stage to record the performance of the "Hallelujah Chorus."

The badges for the ladies and gentlemen taking part in the performance will be given to those attending the practice to-morrow. Badges will be sent by post early on Monday morning to those Ladies and Gentlemen who are unable to attend, provided their addresses are known to the Committee. These badges (worn on the left breast) will adorn the banners to all the participants and will be a help to the organizers.

THE PRELIMINARY REVIEW.

There was a good muster of the general public, including some 150 ladies, at the review of the military forces under command of His Excellency Major-General Black. The whole force (which included the Volunteers, "Our Very Own," a smart Naval detachment, and Chinese Submarine Miners) was on the ground sharp at 6.30 a.m. and at 8.30 the General, accompanied by his Staff, walked up to the centre and gave the first orders of the day. This is not the time to give a critical description of the performance of the troops, but it may be said that the *fin de jete*, the march past and everything else was very well done, and given fine weather for the review, we can assure our readers that a grand sight is in store for them. The heavy rain in the early morning greatly interfered with the march past, the course being very slippery, but that only made the practice all the more useful, for the men are not likely to have more, and probably much less, difficulty on Tuesday next.

GOVERNMENT NOTIFICATION.

Harbour Department, Hongkong, 14th June, 1897.

Under the provisions of Section 2 of Ordinance No. 10 of 1867, the following regulations, having been approved by His Excellency the Governor, will be observed on the evening of the 22nd instant:—

1. There will be a Procession of Steam Launches and other boats in the Harbour from West to East, commencing at about 6 p.m.

2. The route will be marked by two lines of illuminated cargo boats extending from off the Salterns' Home to off Murray Pier.

3. After 6 p.m. all Launches and other vessels going Eastward or Westward in the Harbour are to keep outside the marked-out route.

4. After 9 p.m. and until the termination of the Procession all communicators with the shore along the line of route will be stopped.

5. All Launches and boats taking part in the Procession will observe and obey the directions given by the Harbour Master and his Deputies for the time being.

6. After 9 p.m. the following boundaries will be observed, and Launches and boats not taking part in the Procession will keep outside the same:—

On the East, a line drawn from the Naval Yard Shoer to the *Victor Emmanuel*.

On the West, a line drawn from the Queen's Statue to Kowloon Peak.

On the North, a line 200 yards from the Prays Wall.

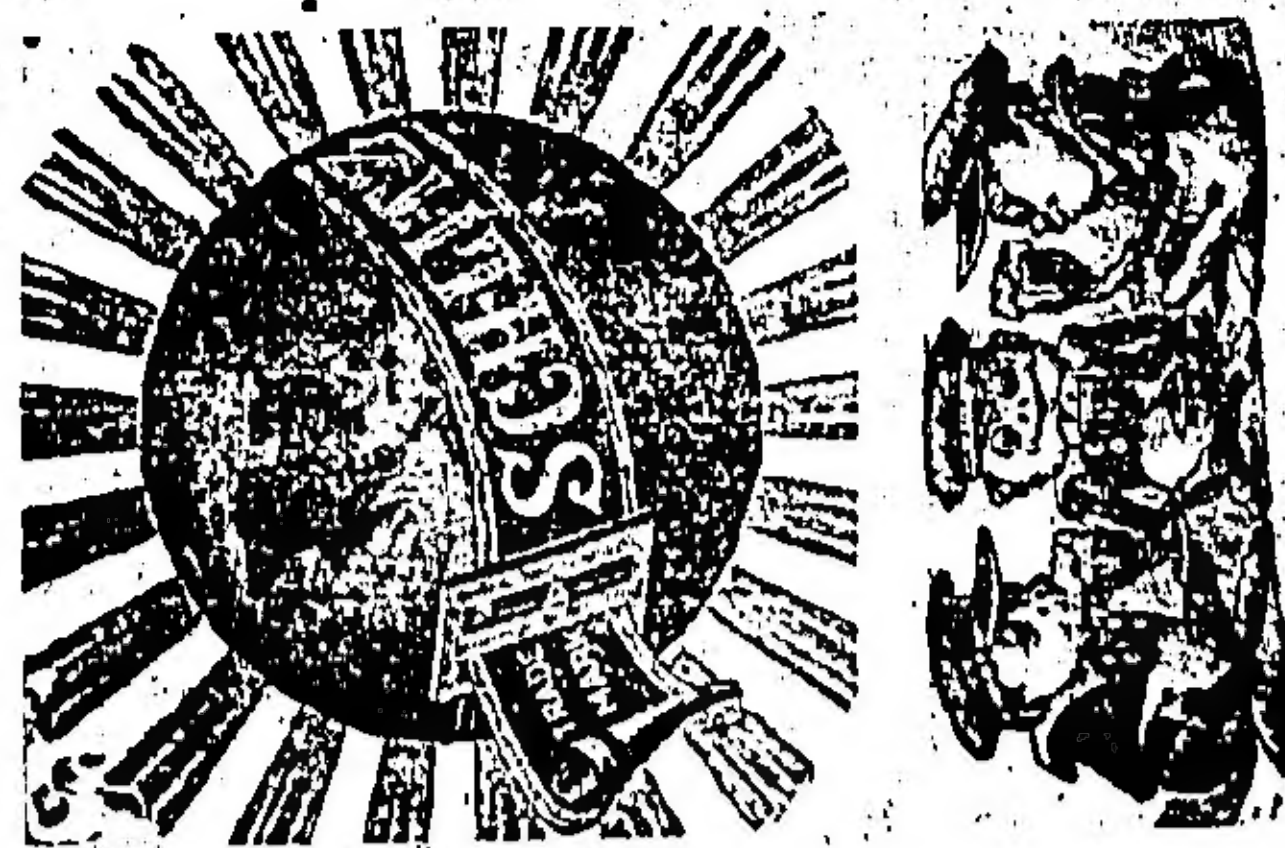
R. MURRAY RUMSEY,
Rt. Commr., R.N.,
Harbour Master, &c.

THE "TAIYUAN" GOLD ROBBERY.

To-day's Australian mail brings further particulars regarding the gold stolen from the *Taiyuan*, while on route for Hongkong.

The *Taiyuan* left Hongkong on the 10th inst. and was discovered as the vessel was passing the wharves of the specie. It appears that the gold was safely stowed on board at Sydney, and was intact when the vessel was at Brisbane. Its loss, however, was not discovered until five days after the vessel had left Port Darwin, at which place Captain Moore took over charge of the steamer from Torres Strait Pilot Fawkes, who had brought the vessel from Sydney. Pilot Fawkes assumed command of the ship at Sydney, owing to the illness of Captain Nelson, who had to remain behind, and the circumstances connected with the shipping of the gold show that he did not witness the placing of the gold in the steamer's safe, being assured that it was customary for the captain of the steamer to leave that duty to the chief officer, who gave receipts for it also in this instance, and satisfied himself that the gold was placed in the treasure safe in the mail room. After leaving Port Darwin Captain Moore took stock of the ship, and it was during this operation that the loss of the gold was discovered. The ship's safe has two locks, one key being kept by the master, and the other by the captain; the one forming a check upon the other; and when the safe was to be opened in the course of stocktaking it was discovered that the Master's key could not be found, having been removed from the place where he kept it—a small cabinet in his room—nor was it found subsequently, although a thorough search was made. The vessel, however, carried several duplicate keys for every part of the ship, and it was discovered that the Master's key was in the possession of the chief officer, who gave receipts for it also in this instance, and satisfied himself that the gold was placed in the treasure safe in the mail room. After leaving Port Darwin Captain Moore took stock of the ship, and it was during this operation that the loss of the gold was discovered. 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Intimations.



WE ALL DRINK
Pilsener Beer
THE BEER
THAT MADE MILWAUKEE FAMOUS
WATKINS & CO.
SOLE AGENTS.

SOCIÉTÉ ANONYME DE TRAVAUX
DYLE ET BACALAN

Capital: 2,000,000

Head Office: 13, Avenue Daumesnil, Paris

WORKS IN EUROPE:

At Paris (BACALAN), France

At Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Druggists.

CONTRACTORS
For
Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL CARILL & Co., Hongkong, Agents for S. ANONYME DE TRAVAUX DYLE ET BACALAN.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS Hongkong & Co.,

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOREA.

Hongkong, 15th March, 1896. (457)

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Acaudant's Watches
awarded the highest Prizes at every Exhibition,
and for Valgander and Sohn's
CELEBRATED OPERA GLASSES.
MARINE GLASSES AND SPYGLASSES.
Nos. 44 & 46, Queen's Road Central.

140

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.,
DUNLOP TYRES' BICYCLES—PRICES...\$185.
A special reliable Watch made for this Climate
Quality A.....\$16
Quality B.....\$12

10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

CAROLINE MAYENARIUS

USED FOR 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. (133)

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENLAWERS,"

FROM ANTWERP, LONDON AND

SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Hongkong and Kowloon Wharf and
Godown Company's Godown, whence and/or
from the wharves delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 24th
instant, or they will not be recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 19th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th June, 1897. (1942)

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"CHINA."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Consignment, and to take
prompt delivery of their Goods from
mole.

Cargo requiring the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 15th July, 1897. (1)

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"TAKSANG,"
Captain Rolph, will be despatched as above
TO-MORROW, the 19th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th June, 1897. (197)

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"
Captain Balthus, will be despatched for the
above Ports TO-MORROW, the 19th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 18th June, 1897. (193)

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN,"
Captain Moore, will be despatched TO-
MORROW, the 19th instant, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engine Room. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
Return Tickets issued by this Company to
and from AUSTRALIA are available for the
Steamers of the EASTERN and AUSTRALIAN
S. S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th June, 1897. (190)

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"
Captain G. Heusermann, will be despatched for
the above Port TO-MORROW, the 19th instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
General Managers.

Hongkong, 17th June, 1897. (198)

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"
Captain Douglas, will be despatched for the
above Ports on SUNDAY, the 20th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 16th June, 1897. (194)

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE
(Under Mail Contract).

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YAMASHIRO MARU,"
Captain J. Jones, will be despatched for the
above Ports on MONDAY, the 21st instant, at
Noon.
This Steamer is fitted with Superior Passenger
Accommodation and is lit by Electricity
throughout.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 14th June, 1897. (1936)

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"HINGSANG,"
Captain Crockett, will be despatched as above
on MONDAY, the 21st instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th June, 1897. (1939)

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLAW,"
Captain Farquhar, is due here on the 25th inst.,
and will have quick despatch.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th June, 1897. (1951)

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. British Ship

"FALLS OF DEE,"
Lock, Master, shortly expected, will load here
for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th February, 1897. (144)

FOR NEW YORK.

THE 100 A. British Ship

"CLAN MACKENZIE,"
Captain Lidd, having arrived will load here for
the above Port, and will have quick despatch.
For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
General Managers.

Hongkong, 12th June, 1897. (1748)

FOR SAN FRANCISCO.

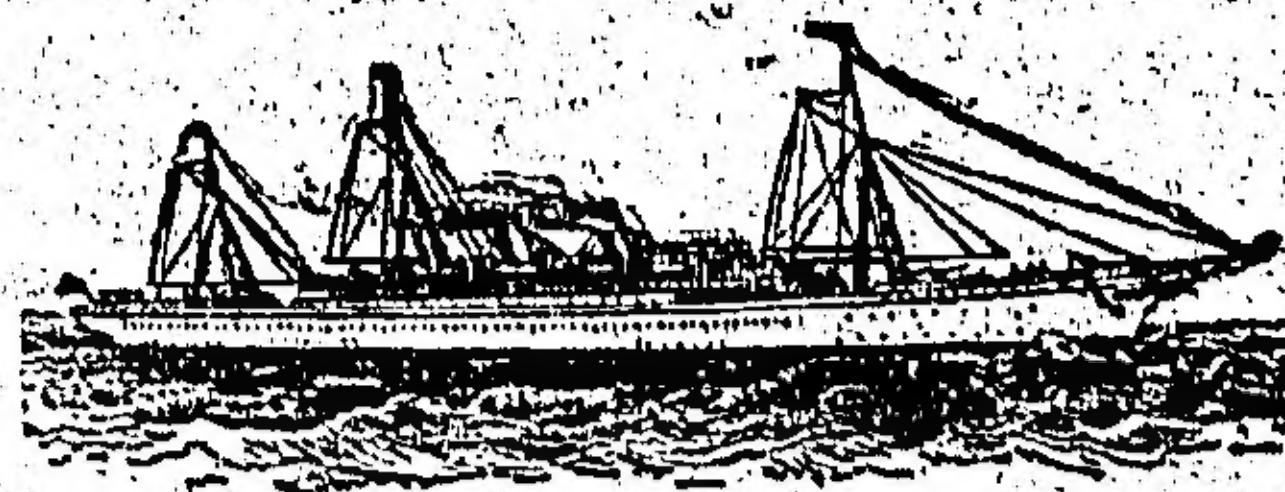
THE 100 A. British Ship

"HEATHBANK,"
McKee, Master, shortly expected, will load here
for the above Port, and will have quick
despatch.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 17th June, 1897. (1917)

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. F. Marshall, R.N.R...WEDNESDAY, 30th June.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 21st July.

EMPEROR OF JAPAN...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK over the route via Seattle (avoiding the rough
passages generally experienced in the latter further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 15th June, 1897.

D. E. BROWN, General Agent,
Pillar's Street.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,

CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai),
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)
Saturday, 26th June,
at Noon.

Peru (via Shanghai,
Nagasaki, Kobe, In-
land Sea, and Yoko-
hama)
Thursday, 15th July,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu)
Thursday, 3rd August,
at Noon.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai),
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)
Tuesday, 6th July,
at Noon.

Capitol (via Shanghai),
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)
Saturday, 24th July,
at Noon.

Gaika (via Shanghai,
Nagasaki, Kobe, In-
land Sea and Yoko-
hama)
Saturday, 14th Aug.,
at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU on TUES-
DAY, the 6th July, 1897, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding Orders for OVERLAND
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and Northern PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rates.

Passengers holding Orders for OVERLAND
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination of
choice of direct line.

Particulars of the various routes can be
had on application.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo de-
stined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 16th June, 1897. (18)

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
AND GENERAL CONTRACTORS
AND AGENTS.

PRINCE CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJENS' GENUINE
COMPOSITION RED HAND BRAND
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 16th May, 1897. (18)

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)
Saturday, 26th June,
at Noon.

Peru (via Shanghai,
Nagasaki, Kobe, In-
land Sea, and Yoko-
hama)
Thursday, 15th July,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu)
Thursday, 3rd August,
at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU on
SATURDAY, the 26th June, 1897, at noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding Orders for OVERLAND
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and Northern PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rates.

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EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination of
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Particulars of the various routes can be
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Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
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count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

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previous to sailing.

Consular Invoices to accompany Cargo de-
stined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 16th June, 1897. (18)

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday... 12nd June.